

For Sale.

MacEWEEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE THE FOLLOWING STORES.

EX AMERICAN MAIL STEAMER.
Smoked HAMS.
Golden SYRUP in Gallon Tins.
Assorted SYRUPS.
Currants' Table FRUITS.
ASPARAGUS.
Queen OLIVES.
Sausage MEAT.
CAVIAR.
Potted MEATS.
MACKEREL in 5th Tins.
Eagle Brand MILK.
Lamb's TONGUES.
Green CORN.
Baked BEANS.
BROWN.

A LARGE ASSORTMENT
of

COOKING AND PARLOUR STOVES.

AGATE IRON WARE COOKING
UTENSILS.
WROUGHT IRONS.
CHARCOAL IRONS.
KEROSENE LAMPS.
NONPAREIL KEROSENE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @
\$11 and \$12.
CUP CHAMPAGNE, Pts. & Qts. @ \$12
and \$14.
SACON'S CHERRY.
SACON'S INVALID PORT.
ROYAL GLENDEE WHISKY.
JAMESON'S WHISKY.
OLD BOURBON WHISKY.
HERRING'S CHERRY CORDIAL.
ASSORTED LEQUEURS.
DRAUGHT, ALE and PORTER.
&c., &c., &c.

THE USUAL ASSORTMENT

OILMAN'S STORES,

at the
Lowest Possible Prices
FOR CASH.

MacEWEEN, FRICKEL & Co.
Hongkong, July 18, 1886. 1263

JULES MUMM & Co.
CHAMPAGNE.
Quarts.....\$20 per Case of 1 doz.
Pins.....\$21 " " 2 "
Dabos Freres & Co. of Gernon & Co.
BORDEAUX CLARETS and
WHITE WINES.
Baxter's Celebrated "Barley Tree"
WHISKY, 75¢ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1886. 1187

To Let.

TO BE LET.

FROM the First of November, THE
NEW PREMISES, BANK BUILDINGS,
immediately opposite the Hongkong
Hotel's Main Entrance. On the Ground
Floor Two Handsome Plate-Glass Show
Frontages each of 40 feet, and on the Second
Floor a Suite of 2 large and airy Rooms.

*BREEZY POINT, Robinson Road.

With Immediate Possession.

GODOWNS at West Point—Large and
Small.

COAL STORAGE.

Apply to SHARP & Co.

TO LET.

A FIVE-ROOMED HOUSE at the PEAK.
Good TENNIS GROUND attached.
Apply to DENNIS & MOSSOP.

Hongkong, January 28, 1886. 192

TO LET.

ROOMS in "COLLIER CHAMBERS,"
Nos. 2, 7 and 9, SHYMOOR TERRACE,
No. 13, HOLLYWOOD ROAD.
Apply to DAVID SASSON, SONS & Co.
Hongkong, September 28, 1886. 632

TO LET.

FROM the 1st September next, the Com-
modore PREMISES known as the
P. & O. OLD OFFICE, lately in the occupa-
tion of the HONGKONG & SHANGHAI BANK-
ING CORPORATION.
For further Particulars, apply to the Under-
signed.

E. L. WOODIN,
Acting Superintendent.

Hongkong, August 21, 1886. 1614

Notices to Consignees.

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Hesperia*, Capt. CHRISTIANSEN,
having arrived from the above Ports,
Consignees of Cargo are hereby informed
that their Goods are being landed and stored
at their risk into the Godowns of the
Underwritten, whence and/or from the
Wharves or Boats delivery may be obtained.
Cargo remaining undelivered after the
15th instant will be subject to rent.
No Claims will be admitted after the
Goods have left our Godowns.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SIEMSEN & Co.,
Agents.

Hongkong, October 8, 1886. 1929

Notices to Consignees.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG,
PENANG AND SINGAPORE.

THE Steamship *Dupuy de Loma*, Captain
COURT, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to the
Underwritten for countersignature, and
to take immediate delivery of their Goods
from alongside.

The Steamer is berthed at the Kowloon
Piers and Cargo impeding her discharge
will be at once landed and stored at Con-
signees' risk and expense, and no Fire
Insurance will be effected.

Optional Cargo will be forwarded on to
SHANGHAI, unless notice to the contrary be
given before Noon To-day, the 5th inst.

All Claims against the Steamer must be
presented to the Underwritten on or before
the 15th instant, or they will not be re-
cognised.

RUSSELL & Co.,
Agents.

Hongkong, October 6, 1886. 1917

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship *Claymore*, Captain
GULLAN, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading to the
Underwritten for countersignature, and
to take immediate delivery of their Goods
from alongside.

Cargo impeding the discharge of the
Steamer will be at once landed and stored at
Consignees' risk and expense, and no Fire
Insurance will be effected.

Optional Cargo will be forwarded on to
Japan unless notice to the contrary be given
before Noon To-day, the 6th instant.

All Claims against the Steamer must be
presented to the Underwritten on or before
the 15th instant, or they will not be re-
cognised.

RUSSELL & Co.,
Agents.

Hongkong, October 6, 1886. 1918

Mails.

Occidental & Oriental Steam- Ship Company.

MAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND

ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship *OCEANIC* will be
despatched for San Francisco, via
Yokohama, on THURSDAY, 21st October,
at 3 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

Returning Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco,
should be sent to the Company's Office,
addressed to the Collector of Customs, San
Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 2, 1886. 1984

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF
RIO DE JANEIRO* will be de-
scribed for San Francisco, via Yokohama,
on TUESDAY, 2nd November, at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railway, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

Returning Passengers—Passengers, who
have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% from Return Fare; if re-embarking
within one year, an allowance of 10% will
be made from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 25% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages
should be marked to address in full; values
of same is required.

Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
should be sent to the Company's Office in
Sealed Envelopes, addressed to the Collector
of Customs at San Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, October 12, 1886. 1954

WASHINGTON BOOKS.

(In English and Chinese.)

WASHINGTON'S BOOKS, for the use
of Ladies and Gentlemen, can now be
had at this Office.—Price, 41 each.

CHINA MAIL OFFICE.

To-day's Advertisements.

THE CHINA SHIPPERS' MUTUAL
STEAM NAVIGATION COM-
PANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at reduced rates to
NEW YORK.)

The Co.'s Steamship
Yingchow,
G. L. CASTLE, Comm'dr,
will be despatched as
above TO-MORROW, the 15th instant, at
5 p.m.

For Freight, &c., apply to
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, October 14, 1886. 1906

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
Ozma,
Commandant LEQUEUR,
will be despatched for
SHANGHAI TO-MORROW (FRIDAY), the
15th instant, at 9 a.m.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 14, 1886. 1902

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
Tanais,
Commandant PAUL,
will be despatched for
Kobe and YOKOHAMA TO-MORROW,
the 15th instant, at 5 p.m.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 14, 1886. 1903

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship
Yingchow,
Capt. McCARTHY, will be
despatched for the above
Ports on SATURDAY, the 16th instant, at
5 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.

Hongkong, October 14, 1886. 1904

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW.

The Co.'s Steamship
Thales,
Capt. GODDARD, will be
despatched for the above
Ports on SUNDAY, the 17th instant, at
Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.

Hongkong, October 14, 1886. 1861

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

The Steamship
Pembroke,
D. WILLIAMS, Comm'dr,
will be despatched for
the above Ports on SUNDAY, the 17th
instant.

This Steamer has superior Passenger Ac-
commodation.

For Freight or Passage, apply to
ADAMSON, HELL & Co.,
Agents.

Hongkong, October 14, 1886. 1868

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. LOAN OF 1884.

"C."

THE INTEREST due 15th day of Octo-
ber current on BONDS of the above
LOAN will be paid at the Office of this
Corporation on and after that date.

For the
HONGKONG & SHANGHAI BANKING
CORPORATION,
Agents for the Loan,
JOHN WALTER,
Acting Chief Manager.

Hongkong, October 14, 1886. 1907

STEAMSHIP ADVS.

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
ex Steamship *Indus*, in connection
with the above Steamer, are hereby
informed that their Goods—with the ex-
ception of Opium, Treasure and Valuables
—are being landed and stored at their risk
at the Kowloon Godown, whence delivery
may be obtained immediately after landing.
Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before Noon To-day (Thursday), request-
ing it to be landed later.

Bills of Lading will be countersigned by
the Underwritten.

Goods remaining undelivered after Thurs-
day, the 21st October, at Noon, will be
subject to rent.

All Claims must be sent in to me on or
before SATURDAY, the 23rd October, or they
will not be recognised.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, October 14, 1886. 1905

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ANTICA, American barque, Capt. H. J.
Hemmingsway.—Arnhold, Karberg & Co.
BORVIK, Norwegian barque, Captain O.
Henriksen.—Melchers & Co.

GALATRA, British ship, Captain William
Ogilvie.—Bureau Co., Ltd.
HARVEST, American ship, Captain Wm.
Taylor.—Order.

HYDRA, German barque, Capt. C. Bing.
Siemssen & Co.

JOHN FRANK, British ship, Capt. Thos.
Ryan.—Messageries Maritimes.

RALPH M. HAYWARD, Am. barque, Capt.
Joseph Barker.—Arnhold, Karberg & Co.

SARAH HUNTER, American ship, Capt. A.
Morgan.—Ed. Scollins & Co.

SUR, Dutch steamer, Captain H. G.
Robb.—Siemssen & Co.

SPINAWAY, British barquentine, Captain
James Garrick.—Siemssen & Co.

SHIPPING.

ARRIVALS.

October 14, 1886.

Ossipee, American corvette, 1,000, 8 guns,
from Trieste, at 11 a.m. McGlenny, Nagasaki
October 9.

Chintung, Chinese steamer, from Wham-
poa.

Diamond, British steamer, 514, A. A.
McCallin, Manila October 11, General—
Russell & Co.

Ozma, French steamer, 1,765, Lequerr,
Marseilles September 12, Naples, Port Said
10, Suez 18, Aden 22, Colombo 29, Singa-
pore October 9, and Saigon 10, Mails and
General.—MESSAGERIES MARITIMES.

Cheong Hok Kian, British steamer, 556,
Fred. Webb, Penang October 4, and Singa-
pore 7, General.—BUN HIN CHAN.

Frisj, Danish str., 397, Chas. A. Lund,
Haiphong October 11, General.—ARNHOLD,
KARBURG & Co.

Iduna, German steamer, 205, N. Elnke,
Haiphong October 11, General.—A. R.
MARTY.

Greyhound, British steamer, 227, T. A.
Thomas, Pakhoi October 9, Hoihow 12, and
Macao 14, General.—ADAMSON, BELL & Co.

Jacob Christensen, for Kutchinotzu.
Nampo, for Coast Ports.
Dunhuang, for Singapore.
Dunhuang, for Singapore.
Wingsang, for Singapore and Calcutta.
Thibet, for Yokohama.
Jehington, for Whampoa.
Canton, for Whampoa.

Agapan, for Shanghai.
Chintung, for Shanghai.

CLEARED.

PASSENGERS.

ARRIVED.

Per *Diamond*, from Manila, Don Jose
Luango Martinez.

Per *Ozma*, from Hongkong, from Marseilles,
Messrs. Botta, Wakefield, Li Ching Mon,
Montgomery, Lyall, Capt. Collinson, Mr.
Hector, and Mr. Molinar; from Singapore,
Rev. Gueneau, and 1 Chinese; from Saigon,
Mr. and Mrs. Artaud, child and servant, Mr.
Le Marchand, and 65 Chinese.

Per *Iduna*, from Hongkong, Mr. Curtis, Mr. P. J.
Hughes (British Consul-General), and Mrs.
Hughes, Messrs. King King Shen, Seto Chu
Sing, and Bumeister, Misses Maitland and
Corpe, Mrs. Weston, Rev. Mr. and Mrs.
Richard, 2 infants and nurse, Revs. Nichols
and Farthing, Mr. Hanson, Mr. Ruggie's ser-
vant, Sours' Ferry, Hsiao, Hsiao, Mrs.
Brunt and family, Mrs. Kirschstein and in-
fant, Revs. Dolorme, Simon, Hingair, Dord,
Gry, Heyen, Beaudon, Copetret, Lanwert,
de Segeher, Lamento, Messrs. Amundson, Gran-
zella, Bonchard, Dryer, Moo, and Wang
Yau.—For Yokohama, from Marseilles,
Zacolin and Marichal.

Per *Canton*, from Hongkong, 1 European,
and 47 Chinese.

Per *Iduna*, from Haiphong, 12 Chinese.

Per *Greyhound*, from Pakhoi, 2, 68
Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Sydney, 1 European,
and 45 Chinese.

Per *Iduna*, from Bangkok, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

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and 10 Chinese.

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and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

Per *Iduna*, from Hongkong, 1 European,
and 10 Chinese.

At a meeting of the Pank Sugar Cultivation Company, Limited, held at Shanghai on the 8th instant, a resolution was passed empowering the Directors to sell by auction or otherwise the property of the Company situated on the Gala River in the State of Pank, with all the machinery, buildings, and plants appertaining thereto, should their efforts to obtain the money necessary for maintaining the estate prove unsuccessful. It seems from the statement of the Chairman that strenuous efforts had been made to raise 50,000 taels on debentures at an interest of 10 per cent. in order to put the estate into a paying and prosperous condition, but much to the surprise of the Directors, who had no suspicion, knowing the nature of the security, that there would be any difficulty, the money could not be raised. As there were hopes, however, that the money could be raised at an increased rate of interest, a second resolution was passed empowering the Directors to issue debentures to an extent not exceeding Tls. 60,000 Shanghai Spos, such debentures to be for Tls. 100 each, and to bear interest at the rate of 15 per cent. per annum, payable on the 30th June and 31st December in each year; the debentures, together with interest thereon, to be secured by the whole property of the Company and to be a first charge thereon; that the debentures shall be redeemable in not less than five nor more than 10 years from the date of issue at the option of the Directors, and that all the profits of the Company shall each year, after payment to the shareholders of a dividend of 10 per cent. per annum, be set aside as a fund for that purpose. In the event of this issue failing, the Directors will call on the first resolution without calling another meeting. Mr. Watson, a Director, who proposed the second resolution, enumerated the securities, which certainly seem tempting enough for even the most wary.

In the first place there is an estate of something like 5,000 acres, of which 500 acres have been cleared, and about Tls. 125,000 have been expended upon the estate. The machinery has cost Tls. 42,000, the buildings Tls. 22,000; launch, cargo-boats and so forth, Tls. 13,000; and the houses on the estate, Tls. 5,700. And now they had reported that only from 100 to 200 men they had sent down especially to investigate it, but independent reports— which show that this estate has all the essential elements necessary for success. In the first place the land is said to be admirably adapted for sugar cultivation. The estate has been held by a very experienced manager—than whom there is no better to be found in the Straits; the canals are made in the most perfect way; the machinery is triple-effect, of the most modern construction, with all the latest improvements, with an engine of 100 horse power, by the makers, Messrs. Watson & Co., for the purpose. Then it must be borne in mind that the Tls. 60,000 will not be thrown away—it will go to increase the value of the estate.

The Aschen correspondent of the Deli Courant announces, under the date of September 10th, that Mrs. Hansen by steamer, her intention being, as soon as possible, to depart for Denmark. At that date, she looked in very bad health. Her nervous system had not yet fully recovered from the effects of the alarm and anxiety she had gone through.

The following is a translation by the *Hypo News* from one of the native papers.—Mrs. Leavitt, addressed a meeting held in the Koke Church on the 20th inst., and chose for her subject "Alcohol is not necessary as a medicine." During her discourse she mentioned that when she was ill on one occasion her doctor prescribed some alcoholic physic, but she firmly declined to swallow it, and the doctor admitted that it was not necessary for her. We trust that the doctor who prescribed alcohol when she was ill, and who told her in reply that he prescribed it because the majority of people like it, at this point one of the audience, who appeared to be a medical student, asked Mrs. Leavitt if it is necessary to criticize itself contain alcohol? She hesitated, and then said she could not tell, but that if it does then her doctor deserved her, and he could easily have done as she was, only about fourteen years old at the time.

"WATERMAN NO. 12" a boating correspondent of the *N. C. D. News*, writes as follows:—Only two scullers are practicing at present, and it looks to me as if the Shanghai Club will have some difficulty in choosing a worthy representative to encounter the sculler from Hongkong; however, it is too early to say anything definitely on this point. The Hongkong four have been on several times, with a veteran Shanghai oarsman at the rudder, but as they have restricted themselves to paddling, it is needless to criticize their style. They are a good looking lot, and no doubt will give a level account of themselves by and by.

I believe it is arranged to have two distinct races with the visitors, one in Canton and one in the new four of the S.R.C. It is my opinion that the local club men will have to exert themselves to the utmost to retain their laurels; there is time enough yet for the English and Scotch members to brace up; the Germans are doing as well as can be desired, and if the Britishers will only emulate the sturdy Teutons I firmly believe that the Autumn Regatta of 1886 will be a memorable one.

THE *Hypo de Shanghai* quotes from the *Paris Temps* a letter from Tongking giving Mr. Paul Bar's programme for the education of the country. A programme which the want of funds prevents his carrying out speedily; but which in the meantime does credit to his energy and his grasp of the situation. It includes the facilitation of commerce, government and the defence of the country, by the construction of roads and railways; the attracting of immigrants by building up and sanitary and ornamental work in the cities; the promotion of the general welfare by an intelligent study of the soil, and the acclimatization of useful types of the European and flora; the bringing together of Frenchmen and Chinese, by the opening of schools, by the institution of an Academy, joint fairs, exhibitions, etc., and finally the application of science to the civilization of the country by the dispatch of commissions of enquiry throughout Tongking. Meanwhile, it is hoped that the first school of Frenchmen, and the second, which will be opened by the end of 1887, and a model arm and a horse-breeding establishment are to be installed near Hanoi at once. If China has on her borders such a model country as Mr. Bar proposes to make of Tongking, she will surely be anxious to quicken her own rate of progress.—*N. C. D. News*.

MR. STEVENS' BIOLOGICAL TRIP THROUGH CHINA.

A Canton friend sends us the following:—Mr. Stevens, the enterprising velocipedian whose astonishing performances have awakened so much interest of late, left our port this morning (Wednesday) and commenced his first experience of velocipeding in China. His destination is Kiangling on the Yang-tze, at the head of the Po Yang lake, a distance of 600 or 700 miles from the starting point. The route lies through the entire length of two provinces, Kwong-tung and Kiang-si. Commencing his ride where the main road from Canton to Fashan begins—that is, at a point on the Fashan bridge, nearly opposite the flower gardens—Mr. Stevens will proceed to Fashan, then to Shikwan, famous for pottery kilns; and, following the course of the river, on to Sui-tan, the great trading mart of Sam Shui. Passing Sam Shui district city his road will lie close to the banks of the main North river, through the districts of Tsung On and Ying Tak to Shui Kwan and the Mai Lung pass, the boundary between this province and Keng Sai. The pluck of Mr. Stevens is something to wonder at, seeing that he knows not a word of the language and is wholly unaided, for he takes with him neither interpreter nor assistant of any kind. He has a horse, but he has no saddle, and he has always contrived to make the natives of the country he has traversed comprehend him when he needed to go to them for food, and his wants have always been well supplied. When the natives interpreted his character of Chinese hostilities as described, he intimated that he could "rough it," and from his hardy appearance we judge his capacity for enduring hardship is such that even the accommodation of a Chinese country inn will not alarm him greatly. On hearing that the roads in the province did not offer facilities or attractions to velocipedists, Mr. Stevens replied that he had dragged his machine so many miles already that he was not to be deterred by the difficulties of the road. Perhaps the roads are not so bad as they are reported to be, but it is not likely that he will be able to go through the heart of the province without much walking.

We should be more inclined than he is to mistrust the goodwill of the people, for the reason that he cannot explain to them who he is, whether he is going, and how it comes to pass that he is found travelling in a manner which is so extraordinary. Within a day or two's ride of Canton Mr. Stevens will meet with people who not only have never seen him but will venture to add have never imagined the likeness of a man on wheels except in the instance of a certain popular deity whom they regard as 60 feet high with 4 heads, 8 eyes, and 8 hands and the breath of whose mouth is the azure clouds. The foot of this monster are on wheels, a fire wheel and a wind wheel, and beyond this flight of imagination the Chinese in the interior of the province have little idea of a velocipede. A foreigner on wheels is so to speak an immense attraction where he does not cause amazement and consternation.

Since Mr. Stevens travels with a passport granted by His Excellency the Viceroy, it is to be presumed that the Chinese authorities will not be hostile to him, or at least will be apprehended. We trust that the adventurous journey begun to-day will end with-out mishap. At Kiu Kiang Mr. Stevens will take passage to Shanghai.

THE STRANDING OF THE "DAFLA".

A Marine Court of Enquiry was held at the Harbour Master's Office this morning to enquire into the circumstances attending the stranding of the British steamer *Dafla*, Captain Mooney, on the South Bank, Hain Straits, on the 12th May last. The Court was composed as follows:—Hon. Captain E. G. Thomsen, R.N., Harbour Master (President); Lieut. G. S. Keigwin, R.N., Naval Officer; Lieut. J. B. Purvis, Master of the British steamer *Metopidia*; Captain Joseph Brown, master of the British steamer *Volturn*; and Captain Frederick Day Goddard, master of the British steamer *Dafla*.

Proceedings were commenced by the President reading Captain Mooney's letter applying for a Court, and also the Acting Governor's warrant authorizing the holding of the Court.

The following evidence was thereafter given:—Captain Mooney, sworn, said:—I am master of the *Dafla*, a ship of 1,000 tons, registered at 1,016, obtained in Dublin in 1881. I have been 15 years at sea, and twelve months in command. I was in command of the *Dafla* for a short time. I have been nine months in the *Dafla*. I left Bangkok for Hongkong on the 12th May last. The *Dafla* was last seen on the 12th May at 5:52 tons. My crew consisted of 24 all told; myself, two mates, three engineers, nine sailors (six European and three Chinese) and six firemen (three European and three Chinese), the rest being stewards and cabin boys. We had on board a cargo of 1,050 tons. The draught was 17 feet 6 inches and 16 feet 8 inches forward. We had a Pilsen mark. We never loaded down to that mark. We had 2 feet 8 inches freeboard. We touched nowhere but at Hoihow. We found out on the night of the 7th May that we were short of coal. At 7 o'clock that night I asked the chief engineer how much coal we had on board, and he said we had enough to last until the 10th. (Witness here pointed out the position the ship was then in on his chart). There was a fresh breeze blowing and a high sea. We had fine weather from Bangkok. According to the engineer's report to me before leaving Bangkok, we had 82 tons of coal on board. Besides this I had 15 tons of wood fuel. I obtained this on the island of Koh-ah-nang, near Bangkok, which I visited on the 10th May. I was short of coal. At 7 o'clock that night I asked the chief engineer how much coal we had on board, and he said we had enough to last until the 10th. (Witness here pointed out the position the ship was then in on his chart). There was a fresh breeze blowing and a high sea. We had fine weather from Bangkok. According to the engineer's report to me before leaving Bangkok, we had 82 tons of coal on board. Besides this I had 15 tons of wood fuel. 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LATE TELEGRAMS.

From our Ceylon exchanges brought on by the Ceylon we extract the following telegrams:—

PROBATION OF PARLIAMENT.
THE QUEEN'S SPEECH.

London, Sept. 25.—Parliament was prorogued to-day.

Her Majesty in her Speech says the relations with Foreign Powers are friendly. The meeting of a portion of the Bulgarian Army having left Prince Alexander to abdicate, a Regency has been formed to administer affairs, and to prepare for the election of a successor, in conformity with the Berlin treaty.

Replying to a Note of the Porte the signatory Powers have stated that there will be no interference of the conditions of the treaty guaranteed to Bulgaria.

The Demarcation of the Afghan Frontier has advanced to within a few miles of the Oxus.

In view of the approach of winter, the British Boundary Commissioners have been withdrawn, the information obtained being sufficient to determine by direct negotiations between the two Courts, that portion of the frontier remaining to be settled.

Her Majesty then mentions the issue of the Irish Land Commission, and observes with much satisfaction the interest evinced by her people in the welfare of their Colonial and Indian fellow-subjects. On all sides there is a growing desire to improve the various parts of the Empire.

London, Sept. 26.—Parliament stands prorogued until the 11th November.

THE NEW BRITISH AMBASSADOR AT CONSTANTINOPLE.

Constantinople, Sept. 10.—H. M. the Sultan, irritated against England in consequence of the recent Note demanding the removal of the British Ambassador, refused to accept Sir William Whitaker as Ambassador.

London, Sept. 25.—Sir William Whitaker will shortly be appointed as British Ambassador at Constantinople, in place of Sir Edward Thornton.

THE NATIONAL BANK OF INDIA.

London, Sept. 15.—The National Bank of India pays a dividend of 5 per cent. per annum and carries to the reserve £12,000.

THE ROYAL COMMISSION OF THE CURRENCY QUESTION.

London, Sept. 20.—The Royal Commission to enquire into the Currency Question will assemble on the 12th of October.

ENGLISH ROYALTY AT CONSTANTINOPLE.

Constantinople, Sept. 20.—The Duke of Edinburgh, accompanied by Prince George of Wales, arrived to-day.

Constantinople, Sept. 25.—Their Royal Highnesses the Duke of Edinburgh and Prince George of Wales left here to-day.

Constantinople, Sept. 26.—Before the departure of the Duke of Edinburgh and Prince George of Wales the Sultan presented the Princess with costly gifts.

THE FRENCH PRESS AND EGYPT.

Paris, Sept. 20.—The French Press is actively discussing the Egyptian question and clamouring for European intervention in that quarter.

THE SOUVAIN.

London, Sept. 22.—The Right Hon. W. H. Smith, in reply to a question in the House of Commons, stated that the British Government is in no active state of preparation for the collapse of hostile power in the Sudan; but that Lord Salisbury, commanding the Nile Forces, had complete discretion to further reduce the British Force at Assuan.

MR H. D. WOLFE'S MISSION IN EGYPT.

London, Sept. 23.—In the exchange of views between Mr Wolfe and the British Government a settlement of the questions connected with Sir Drummond Wolfe's mission in Egypt will be aimed at, which is now rendered pressing by the crisis in Eastern Europe. The probable basis of settlement will be the continued fact of the British Protectorate in Egypt by an army of occupation, upon a normal footing, and in the event of the British troops being drafted elsewhere, Egyptian troops will provisionally replace them.

THE BRITISH POSITION AND EGYPTIAN OBLIGATIONS.

The British position and Egyptian obligations towards Turkey are determined by the Cyprus Convention, will be upheld.

THE RUSSIAN IN MADRID.

Madrid, Sept. 21.—The rebel troops, who escaped into the country after the unsuccessful assault here, have mostly been captured by the loyal troops who were sent in pursuit, with whom they have many skirmishes.

NUMEROUS ARRESTS OF REPUBLICANS HAVE BEEN MADE.

London, Sept. 21.—A telegram has been received here from Madrid, stating that fighting has been going on for past fortnight at Fyabed between the rebels and the Russian troops, the aim of the rebels being to subjugate the Basque provinces.

REINFORCEMENTS FOR VLADIVOSTOK.

St. Petersburg, Sept. 21.—A force of fifteen hundred Russian troops has been dispatched in transports from Odessa to Vladivostok to reinforce the Russian garrison there.

MR PARNELL'S BELIEF BILL.

London, Sept. 21.—Mr Gladstone, who appeared in the House of Commons last night, took part in the debate and said he concurred in the necessity for granting temporary relief to tenants and would vote for the second reading of Mr Parnell's bill, reserving criticism of details.

Mr Matthews (Home Secretary) declared that the bill involved a strike against the Police, and was another step in the direction of expropriation of land; he therefore demanded its rejection.

THE DIVISION ON THE BILL WILL TAKE PLACE TO-NIGHT.

London, Sept. 22.—The House of Commons last night by 207 against 202 votes rejected Mr Parnell's bill.

Mr Morley and Sir William Harcourt spoke in support of the bill, whilst Lord Hartington opposed, and Sir Michael Hicks-Beach condemned the bill as being unfair, and tending towards favouring black mail by tenants on their landlords.

The social condition of Ireland, he said, was such as might compel Government to summon Parliament at an earlier date than usual, to ask for enlarged powers.

CONTINUED DESPERATE RUMOUR AT BELFAST.

London, Sept. 22.—Rumouring of a desperate character continues at Belfast. The Military have been called out to assist the Police, but the rioters could not be dispersed until charged by the Dragoons, who cleared the streets.

THE DUKE AND DUCHESS OF CONNAUGHT.

Aden, Sept. 22.—The Duke and Duchess of the 10th inst., having on board their Royal Highnesses, the Duke and Duchess of Connaught, left here for Bombay at 9 p.m. yesterday.

STRAINED RELATIONS BETWEEN FRANCE AND MADAGASCAR.

Paris, Sept. 22.—The relations between France and Madagascar are strained, owing to disputes relative to treaty.

Paris, Sept. 23.—M. Freycinet has instructed the French Resident in Madagascar to demand complete execution of treaty.

LORD SALISBURY ON THE IRISH QUESTION.

London, Sept. 23.—Lord Salisbury, speaking at Saint Albans, said the only means to restore social order in Ireland was to multiply small freeholds.

WELL DONE SIR A. MILLER!

London, Sept. 25.—Six moonlighters, after attacking a farm-house at Kerry, fell into an ambush prepared by the police, acting under instructions of Sir Robert Buller, and were captured.

CAPTURE OF THIRTEEN MORE MOONLIGHTERS.

London, Sept. 26.—The Police at Kerry have again laid ambush for moonlighters, and succeeded in capturing thirteen more of the gang.

PROPOSAL TO RE-OPEN THE 'COLINDALE'.

London, Sept. 26.—A meeting of Exhibition at the Indian and Colonial Exhibitors took place yesterday in favour of the re-opening of the Exhibition next year.

THE COLINDALE INSTITUTE TO CELEBRATE THE QUEEN'S JUBILEE.

London, Sept. 26.—The Australian Representatives of the Colonial-Indian Exhibition are awaiting details of proposal made by the Prince of Wales to the Lord Mayor of London to commemorate the occasion of the Queen's Jubilee by establishing a Colonial and Indian Institute which shall represent Arts, Fabrics and Commerce of Colonies and India, before taking any step in respect thereto.

ANTICIPATED MEETING UNDER THE PENDENCY OF THE LORD MAYOR TOOK PLACE AT THE MANSION HOUSE YESTERDAY.

London, Sept. 26.—The Indian and Colonial Exhibition closes on the 10th of November next.

CHINA COAST METEOROLOGICAL REGISTER.

October 12.—AT 4 P.M.

Station. Temperature. Humidity. Wind. Force. Rain. Barometer.

Manila. 29.85. 84. 77. NW. 2. 0. 1013.5

Haiphong. 29.73. 84. 77. NW. 2. 0. 1013.5

Shanghai. 29.85. 86. 60. E. 3. 0. 1013.5

Foochow. 30.04. 68. 74. N. 3. 0. 1013.5

Nagasaki. 29.05. 68. 74. N. 3. 0. 1013.5

Wakusai. 30.03. 49. 82. 0. 1. 1013.5

October 13.—AT 10 A.M.

Manila. 29.08. 86. 74. SW. 1. 0. 1013.5

Haiphong. 29.94. 82. 74. SW. 1. 0. 1013.5

Shanghai. 30.12. 68. 79. NW. 1. 0. 1013.5

Foochow. 29.94. 68. 79. NW. 1. 0. 1013.5

Nagasaki. 29.94. 68. 79. NW. 1. 0. 1013.5

Wakusai. 30.15. 49. 82. 0. 1. 1013.5

The barometer has risen but gradients are moderate for N.E. winds. The temperature and humidity are moderate and the weather is cloudy.

HONGKONG OBSERVATORY, OCTOBER 13.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees, Fahrenheit.

3. HUMIDITY, in percentage of saturation, the quantity of air saturated with moisture being 100.

4. DIRECTION OF WIND, in two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, in blue sky, a, detached clouds, d, drizzling, rain, fog, g, gloomy, h, hail, i, lightning, a, overcast, p, passing showers, r, rain, s, snow, t, thunder, v, visibility, w, dew (wet).

7. RISE, IN INCHES, TENTS AND HUNDRETHS.

Intimations.

CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' CELEBRATED BINOCULARS AND TELESCOPES. RINGING, LIQUID AND OTHER COMPASSES. ADMIRALTY AND IMRAY CHARTS. NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Christy & Co. Electro-Plated Ware. GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS AND DIAMOND JEWELLERY, A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY.

THE Company will receive STRAMERS and SALTINE VESSELS alongside their Wharves at Kowloon, and Land, Ro-ship, and/or Store GENERAL CARGOES, SUEZ, ORIENT, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at Cheap Rates. Also Coats in specially constructed Sheds.

For the convenience of Commanders and Shippers the Company's launch, *Hongkong*, will convey to and fro those interested FREE OF CHARGE, starting from the Peddars Wharf every hour from 8 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to W. KERFOOT HUGHES, Agent, Peddars Wharf, 331

HONGKONG, February 17, 1886.

GRIFFITH'S NEW VIEWS OF HONGKONG

NEW VIEWS OF HONGKONG

1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS

LONDON ERATED WATERS.

1, DUDDELL STREET, Continue to Supply:

SODA WATER, LEMONADE, GINGERBREAD, SWITZER, RAISINWINE, &c., &c., &c.

At the same Moderate Charges.

HONGKONG, June 9, 1886.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in the Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

HONGKONG, August 25, 1886.

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA AND ADEEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTOWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON THURSDAY, the 19th October, 1886, at Noon, the Company's S.S. *INADYR*, Commandant DELACROIX, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th October, 1886. (Parcels are not to be sent on board) they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

HONGKONG, October 2, 1886.

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HONGKONG, October 2, 1886.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Peddars Wharf. 6. From Peddars Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name.	Anchor.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Agave	7	Thomas	Brit.	750	July 10	Arnhold, Karberg & Co.	Abdeen Dock	To-day
Airio	6	Elms	Brit.	1402	Sept. 29	Russell & Co.	Sydney	To-day
Amatista	7	Anderson	Brit.	678	Jan. 31	Russell & Co.	Abdeen Dock	To-day
Amigo	5	Samuelson	Ger.	720	Oct. 11	Chinese		
Anjer Head	4	Brice	Brit.	3309	Oct. 13	Adams, Bell & Co.		
Angkor	4	Reynolds	Brit.	809	Oct. 13	Siemens & Co.		
Breconshire	5	Waring	Brit.	1320	Oct. 6	Adams, Bell & Co.		
Cairngorm	5	Pearse	Brit.	1100	Oct. 9	Gibb, Livingston & Co.		
Canton	3	Brenner	Ger.	1111	Oct. 14	Jardine, Matheson & Co.	Shanghai, &c.	
China	3	Ulderup	Ger.	643	Oct. 10	Meichers & Co.		
China	3	Egys	Ger.	1003	Oct. 13	Butterfield & Swire	Shanghai	To-morrow
Chintung	3	Wineart	Ger.	1005	Oct. 14	M. S. N. Co.		
Cliff	3	Christensen	Ger.	674	Oct. 11	Siemens & Co.		
Dalla	5	Mooney	Brit.	552	May 20	Wolter	Patent ship	
Danube	3	Anderson	Brit.	561	Sept. 14	Yuen Fat Hong	Bangkok	To-day
Decima	5	Gestmann	Ger.	905	Oct. 9	Siemens & Co.		
Diamante	5	McGashin	Ger.	514	Oct. 11	Russell & Co.	Amoy and Manila	16th inst.
Dupuy de Lôme	4	Coup	Frh.	263	Oct. 9	Russell & Co.		
Garcia	3	Brichson	Brit.	240	Oct. 13	Siemens & Co.	Abdeen Dock	
McBath	6	Wood	Brit.	622	Oct. 8	Gibb, Livingston & Co.		
Melita	2	Merck	Ger.	339	Oct. 5	A. R. Marty		
Malapodia	7	Purvis	Brit.	1454	Oct. 11	Itussell & Co.		
Mongkut	3	Lo	Brit.	869	Oct. 7	Yuen Fat Hong	Swatow & Bangkok	
Ningchow	5	Gaults	Brit.	1735	Oct. 13	Arnhold, Karberg & Co.	London, &c.	To-morrow
Oxus	5	Leguerré	Frén.	371	Oct. 24	Martinez	Shanghai	To-morrow
Pilot Fish	3	Storani	Brit.	161	June 2	H. K. & W. Dock Co.		
Pomorie	3	Heasley	Brit.	1560	Oct. 9	Arnhold, Karberg & Co.	Saigon	To-morrow
Roxborough	9	Sanderson	Brit.	1397	Sept. 3	Butterfield & Swire		
Smit	3	Ruhaak	Dutch	821	Oct. 9	Siemens & Co.		
Thales	5	Guddard	Brit.	819	Oct. 13	Douglas Steamship Co.	Coast Ports	17th inst.
Vorgien	3	Brown	Brit.	873	Oct. 6	Arnhold, Karberg & Co.	Saigon	To-morrow